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AMENDMENT

IN THE SPECIFICATION:

Please amend paragraph 29 as follows:

Figure 17 shows a cover plate 99 placed on the latch to partially obscure the claw 95 and completely obscure the latch ~~97~~ pawl 97. The cover plate 99 further shrouds the opening 94 in the latch chassis 12 to minimize the ingress of dirt etc. into the latch 11 through the opening 94.

Please amend paragraph 30 as follows:

An outside actuating lever 56 is pivotably connected to a release link connector 88 by a pin. The release link connector 88 extends from a pawl lifter (not shown). The pawl lifter rotates about a pin 89 and has a lost motion connection to the pawl 97 so that the pawl lifter is capable of disengaging the pawl 97 from the claw 95. The inside actuating lever 87 is similarly connected to the pawl lifter. The pawl lifter and the connector 88 rotate together about a pin 89. The pawl lifter is biased in a clockwise direction by a spring (not shown). Rotation of a main lock lever 86 in a clockwise direction causes actuating levers 56 and 87 to rotate clockwise by the action of a cam portion (not shown) of ~~a link~~the main lock lever 86 and move to a locked position.

Please amend paragraph 33 as follows:

An inertia body or device, such as an inertia pawl 32, is pivotally mounted to the release lever 14 by a pin 34 positioned between the pin 16 and aperture 18 on the release lever 14. The inertia pawl 32 is biased in a counter-clockwise direction. The inertia pawl 32 comprises a pawl tooth 36 arranged to engage the tooth 26 of the catch 24 via an end surface 38 of the inertia pawl ~~22~~32 and an inner surface 40 of the catch tooth 26. The pawl tooth 36 further ~~comprises~~includes an inner surface 42 and the catch tooth 26 further ~~comprises~~includes an end surface 44.

Please amend paragraph 34 as follows:

A fixed projection 46 extends from the chassis 12 and is positioned to engage ~~a~~the ramp surface 30 during a pivoting motion of the release lever 14, as will be discussed in further detail below.

Please amend paragraph 36 as follows:

A projection 58 is provided on one face of the transmission lever 48. The projection 58 fits in a slot or recess 60 provided in the chassis 12. During normal operation, the projection 58 may slide along a linear slot portion 60a, which is arranged to extend substantially parallel to the longitudinal axis of the transmission lever 48. The projection is biased towards the upper surface of the slot portion 60a by a spring 50. However, the projection 58 may also move along an arcuate slot portion 60b as the transmission lever 48 pivots about the pin 34, coming to rest in the position shown in Figure 2. Thereafter, the projection 58 may move to the positions shown in Figure 4 (lever return position) and Figure 5 (full travel position) to come to rest along the abutment surface 62, which extends substantially parallel to the slot portion 60a. It should be noted that when the ~~pin~~projection 58 is at rest along the abutment surface 62, the abutment surface 52 of the transmission lever 48 cannot contact the abutment surface 54 of the actuating lever 56.

Please amend paragraph 38 as follows:

The vehicle user pulls on the outside door handle 20, causing the release lever 14 to pivot in a counter-clockwise direction against its biasing force. In turn, this causes transmission lever 48 to move from left to right as viewed in Figure 1 (vertically when fitted to a door 90), with the ~~pin~~projection 58 sliding in the slot portion 60a such that the abutment surface 52 of the transmission lever 48 contacts the abutment surface 54 of the actuating lever 56. Contact between the two abutment surfaces 52, and 54 displaces the actuating lever 56 and causes the latch pawl 97 to lift clear of the claw 95, unlatching the latch. When the outside door handle 20 is released, the transmission linkage returns to the rest position shown in Figure 1, thereby enabling the latch mechanism 10 to re-latch.

Please amend paragraph 40 as follows:

After the impact occurs, a single pull on the outside door handle 20 causes the release lever 14 and the catch 24 to pivot about the pin 16. This pivoting motion causes the fixed projection 46 from the chassis 12 to contact the ramp ~~50~~surface 30 and forces the catch 24 to rotate counter-clockwise about the pin 28 relative to the release lever 14. As shown seen in Figures 2 and 4, this causes the inner surface 42 of the inertia pawl 32 to free itself from contact with ~~end~~ the end surface 44 of the catch 24, enabling the projection 58 to move upwardly in a direction shown by arrow Y as it is also being moved to the right under the influence of a pivoting movement of the release lever 14 about the pin 16. This movement continues until the projection 58 comes to rest on the abutment surface 62 of the slot or recess 60, as shown in Figure 4.

Please amend paragraph 44 as follows:

As shown in Figure 6, the pawl and catch arrangement of the first embodiment has been dispensed with. In contrast with the transmission lever 48 of the first embodiment, the transmission lever 148 in the second embodiment is biased in a clockwise direction by a tension spring 150. The slot 160 is substantially triangular in shape. During normal operation, the projection 158 on the transmission lever 148 is maintained in ~~the~~an upper region ~~160a~~ of the slot 160 by an inertia body 170 pivotally mounted about a pin 172.

Please amend paragraph 49 as follows:

When the outside door handle 120 is then pulled, the projection 158 follows the surface 178 of the slot 160 in a direction shown by arrow Y in Figure 8. This causes the abutment surface 152 on the transmission lever 148 to miss contacting the abutment surface 154 of the ~~actuation~~actuating lever 156. This movement also causes the inertia body 170 to rotate in a clockwise direction, allowing the projection 158 to pass by it, before returning to its rest position shown in Figure 9. Thus, once the handle 120 is released, the projection 158 follows the surface 176 in the slot 160 and returns to the rest position shown in Figure 6. From this position, a further pull on the outside door handle 120 will cause the transmission linkage to operate normally.

Please amend paragraph 52 as follows:

During an impact, the inertia body 270 rotates in a clockwise direction in a similar manner to the inertia body 170 of the second embodiment. This causes the projection 258 on the transmission lever ~~258~~248 to leave the notch 280 and slide against the inertia body 270 in a direction shown by arrow X_2 to attain the position shown in Figure 11. Once the acceleration (e.g., negative acceleration) due to the impact has ceased, the projection 258 is maintained in this position due to an equilibrium of the counter-clockwise biasing force acting on the release lever 214, the clockwise biasing force acting on the transmission lever 248 due to the spring 250, the counter-clockwise biasing force acting on the inertia body 274 due to the torsion spring 284, and the frictional resistance between the projection 258 and the abutment surface 282 of the inertia body 270.

Please amend paragraph 58 as follows:

A fifth embodiment of the present invention is shown in Figure 14A, which is the same as the fourth embodiment except that second linear slot portion 362 is omitted. Thus, if an impact occurs, the transmission lever 448 pivots clockwise. However, any pivoting of release lever 414 is blocked by an abutment surface 463 in the slot, also ensuring that the latch is not released. It should be noted that Figure 14A shows the actuating lever 456 in a locked position in which the transmission lever 448 is unable to contact the surface 454 of the actuating lever 456 to release the latch.

Please amend paragraph 63 as follows:

The signal ~~circuit~~path 521 further ~~comprises~~includes an accelerometer-type switch 548 that is normally closed, but which opens when the vehicle is subjected to a transverse acceleration above a predetermined threshold value. The accelerometer 548 may be in the form of a ball-in-tube type device or any other known suitable means of breaking an electrical circuit in response to acceleration above a predetermined level. The accelerometer 548 acts as the inertia body in this embodiment.

Please amend paragraph 64 as follows:

As illustrated in Figure 18, the accelerometer 548 may be incorporated into the latch or may alternatively be provided at any other suitable location on the signal ~~circuit~~path 521 or the power transmission circuit 508. In other embodiments, the accelerometer may provide an input into controller 503.

Please amend paragraph 65 as follows:

In operation, when an impact occurs, the accelerometer, which is normally closed, opens and breaks the signal circuit 521, thus preventing a "high" signal from reaching a relay 507. This prevents the motor 502 from being powered to lift the pawl 597 and release the latch (regardless of the locked condition of latch 511). Once the acceleration ceases, the accelerometer 548 returns to its normally closed position, thus enabling the latch 511 to be released by operation of the outside handle ~~520~~ (if unlocked).